

KNF BMP SELECTION AND DESIGN FORM (KNF-BMP-1)

SITE SPECIFIC BEST MANAGEMENT PRACTICES FOR THE PILGRIM CREEK TIMBER SALE PROJECT.

Description of the soil and water conservation practices (SWCP) from the Forest Service Soil and Water Conservation Practices Handbook (FSH 2509.22) will be applied in all alternatives. The location where the practices will be applied is specified in the table below. For a more detailed description of a specific Best Management Practice (BMP), refer to the Soil and Water Conservation Handbook.

Activity Name: **Pilgrim Creek**

Watershed Name: **Cabinet Gorge Reservoir**

Legal Description: **Portions of T25-27N, R32-34W, PMM**

WRC Code: **170102131108**

Abbreviations used in this table:

SPS = Special Project Specification
TSC = Timber Sale Contract
TSA = Timber Sale Administrator
SMZ = Streamside Management Zone
IDT = Interdisciplinary Team

KNF = Kootenai National Forest
PSF = Pre-Sale Forester
ER = Engineering Representative
COR = Contracting Officer's Representative
SAM = Sale Area Map

SWCP	SWCP OBJECTIVE	APPLICABLE UNITS/ROADS	RECOMMENDED BEST MANAGEMENT PRACTICES BY IDT/TSA	CONSIDERATIONS FOR BEST MANAGEMENT PRACTICES	PERSON (S) RESPONSIBLE	CONTRACT PROV.
14.01	TIMBER SALE PLANNING - To incorporate soil and water resource considerations into Timber Sale Planning	All activities	The IDT will incorporate hydrologic and aquatic concerns into the design and layout of this timber sale. The hydrologist will prepare an analysis of the effects and will identify opportunities for watershed improvement.	IDT would evaluate watershed characteristics and estimate response to proposed activities. NEPA process identifies design criteria intended to protect soil and water resources. Timber sale contract will include provisions to meet water quality, soils, and other resources as directed by the Decision.	IDT; PSF	N/A
14.02	TIMBER HARVEST UNIT DESIGN- To insure that timber harvest unit design will secure favorable conditions of water flow, maintain water quality and soil productivity, and reduce soil erosion and sedimentation.	All Units.	The IDT will design the timber sale to minimize or prevent impacts to the soil and water resource by avoiding or adjusting unit boundaries away from known sensitive sites.	Proposed activities will be evaluated to estimate the potential watershed response in the decision document. Prescriptions will be designed to to assure an acceptable level of protection for soil and water resources. Management will protect soil/water values by avoiding sensitive areas, adjusting unit boundaries, adding specific BMP's to meet specific SWCP's, implementing the KNF Riparian Area Guidelines, applying mitigation, and applying implementation/effectiveness monitoring.	IDT	N/A

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14.03	USE OF SALE AREA MAPS (SAM's) FOR DESIGNATING SOIL AND WATER PROTECTION NEEDS -To delineate the location of protected areas and available water sources and to insure their recognition, proper consideration, and protection on the ground	All Units	Deliniating seeps and wet areas to protect within cutting units.	The IDT will identify water courses to be protected, unit boundaries and other features required by other means such as "C" provisions. Ground verification, and preparation of SAMs to be included in TSC will be done by pre-sale forester. TSA reviews areas of concern with purchaser before operations.	IDT; PSF;TSA	BT5.1 BT6.5 CT6.5 BT1.1
14.04	LIMITING THE OPERATION PERIOD OF TIMBER SALE ACTIVITIES - To minimize soil erosion and sedimentation and loss in soil productivity by insuring that the purchaser conducts his/her operations in a timely manner.	N/A	No special restrictions limiting operations to frozen, or snow-covered conditions were made for this sale.	If limited operating periods are identified and recommended during the analysis by the IDT, the pre-sale forester will prepare a contract that that includes provision C6.31.	IDT;PSF; TSA	BT6.31 BT6.6 CT6.315 CT6.3 CT6.6
14.05	PROTECTION OF UNSTABLE AREAS - To protect unstable areas and to avoid triggering mass movements of the soil mantle and resultant erosion and sedimentation.	N/A	No unstable areas were identified during planning or field reviews.	If the NEPA analysis concluded that soils/geology in the area are unstable, BMP's will be designed to prevent irreversable soil and water damage.		
14.06	RIPARIAN AREA DESIGNATION - To minimize the adverse effects on riparian areas with prescriptions that manage nearby logging and related land disturbance activities	Units 1, 2, 3, 8, 12, 12B, 16	All units will employ standard RHCA widths to protect riparian and wet areas.	All streams and wetlands in the decision area will comply with KNF Riparian Area Guidelines (Appendix 26) and KNF Forest Plan as amended by INFS. The width of the riparian areas will be decided upon by the IDT. These widths will be included on the sale area map and marked on the ground. This information will be included in the timber sale contract.	IDT; PSF; Marking crew; TSA	BT6.5, CT6.6, CT6.5, CTG.50
14.07	DETERMINING TRACTOR LOGGABLE GROUND - To protect water quality from degradation caused by tractor logging ground disturbance.	Units 1, 2, 3, 10T, 12, 21B, 23, 23B, 24, 28A, 29, 30, 32, 39A, 39B, 40C	All units have been field reviewed and are considered to be loggable by tractor	IDT has identified tractor loggable ground (in conjunction with personnel from timber operations) during transportation and timber sale planning process. The results have been used to determine intensity of and restrictions for land disturbance activities. PSF will prepare a TSC that includes provisions stating areas and conditions that tractors can operate.	IDT, PSF	CT6.4 BT6.42 CT6.6
14.08	TRACTOR SKIDDING DESIGN - To minimize erosion and sedimentation and protect soil productivity by designing skidding patterns to best fit the terrain.	Units 1, 2, 3, 10T, 12, 21B, 23, 23B, 24, 28A, 29, 30, 32, 39A, 39B, 40C	1.Utilization of existing skid trails is preferred. 2. TSA and purchaser agree on proposed locations before operations.	IDT has identified sensitive areas during the planning process. The TSA will execute the plan on the ground by locating the skid trails with the timber purchaser or by agreeing to the purchaser's proposed locations prior to operation.	IDT, TSA	BT6.422 CT6.6 CT6.4 BT6.6 BT6.42

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14.09	SUSPENDED LOG YARDING IN TIMBER HARVESTING - To protect the soil from excessive disturbance and accelerated erosion and to maintain the integrity of the riparian areas and other sensitive area.	Units 4, 5, 6, 8, 10S, 10B, 11B, 12S, 12B, 16, 18, 19, 21A, 24, 25, 26, 27, 28, 31, 34, 35, 36, 37, 40, 40B	Only the leading end of logs will be suspended during skidding operations.	IDT did not identify locations where suspended yarding is necessary to meet multiple use objectives. It will not be necessary for special harvest methods (i.e. full suspension) to be used to protect riparian or sensitive areas.	IDT	BT6.422 CT6.4 CT6.6
14.10	LOG LANDING LOCATION AND DESIGN - To locate in such a way as to avoid soil erosion and water quality degradation.	All Units	TSA will locate landings in appropriate areas.	TSA must agree to landing locations proposed by the purchaser. Approved landing locations will meet the criteria of: minimal size, least excavation needed, minimum skid roads necessary, no side-cast material into sensitive areas, and have proper drainage.	TSA	BT6.422 CT6.6 CT6.4
14.11	LOG LANDING EROSION PREVENTION AND CONTROL- To reduce erosion and subsequent sedimentation from log landing through the use of mitigating measures.	All Units.	TSA will assess during operations.	PSF and TSA assesses what is necessary to prevent erosion from landing and to ensure stabilization. It is up to the TSA to request technical assistance as needed.	PSF, TSA	CT6.4 CT6.6 BT6.422 CT6.623 BT6.62 BT6.6
14.12	EROSION PREVENTION AND CONTROL MEASURES DURING THE TIMBER SALE OPERATION - To ensure that the purchaser's operations shall be conducted reasonably to minimize soil erosion.	All Units	TSA will assess during operations.	PSF sets purchaser's responsibility to prevent soil/water resource damage in TSC. TSA ensures that; erosion control is kept current, prevents operation when excessive impacts are possible.	PSF, TSA	CT6.4 CT6.6 CT6.603 CT6.623 BT6.62 BT6.62 BT6.4 BT6.65 BT6.66
14.13	SPECIAL EROSION PREVENTION MEASURES ON AREAS DISTURBED BY HARVEST ACTIVITIES - To prevent erosion and sedimentation on disturbed areas.	N/A	No special erosion control measures were identified by IDT.	IDT has evaluated the locations needing special stabilization measures. IDT will recommend specific BMPs based on site surveys. BMPs may be adjusted by the TSA to meet operational requirements	IDT	N/A

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14.14	REVEGETATION OF AREAS DISTURBED BY HARVEST ACTIVITIES - To establish a vegetative cover on disturbed areas to prevent erosion and sedimentation.	Units 5, 39B, 40C, 40B	Seed and fertilize areas of exposed soil on temporary roads with KNF approved mix.	IDT has established vegetation and fertilizer mix to be used in the project area with outlines on the extent to which it should be used. The KNF standard seed mix, rates, and fertilizler requirements should be followed. TSA is responsible to see that revegetation work required by purchaser is done correctly and in a timely manner. For this project, the purchaser will be responsible for revegetation immediately after the completion of harvest. Funds will be collected for the District to do follow-up seeding/fertilizing in years two and five after harvest.	IDT, TSA	BT6.6 CT6.01
14.15	EROSION CONTROL ON SKID TRAILS - To protect water quality by minimizing erosion and sedimentation derived from skid trails.	All Tractor Units	Use combination of waterbars, grass seed, and scarification to control erosion on skid trails.	IDT will identify areas where special concerns need to be addressed. Erosion control measures may be recommended by the IDT, but site-specifically adjusted by the TSA. TSA will ensure erosion control measures are applied prior to expected hydrologic events (spring runoff, high-intensity storms, etc.). Maintenance of erosion control structures by the purchaser may be necessary and requested by the TSA.	TSA	CT6.4 CT6.6 CT6.603 BT6.6 BT6.66 BT6.64 BT6.65
14.16	MEADOW PROTECTION DURING TIMBER HARVESTING - To avoid damage to the ground cover, soil, and water in meadows	N/A	No meadows requiring protection were identified in the timber sale area.	IDT has identified areas needing special protection. PSF will verify the areas needing protection and prepares the contract to prevent damage to meadows. The TSA will be responsible for on the ground protection of meadows. If meadows are found by the TSA during operations, it is their responsibility to either afford them the proper protection or to pursue a contract modification.	IDT, PSF, TSA	BT6.61
14.17	STREAM CHANNEL PROTECTION (IMPLEMENTATION AND ENFORCEMENT) - To protect natural streamflows; to provide unobstructed passage of flows; reduce sediment input; and to restore flow if diverted by timber sale activity.	Units 1, 2, 3, 4, 12, 12B and all units near RHCAs	RHCA buffers identified and implemented during unit layout.	IDT had identified the location of channels in the decision area. PSF will prepare a SAM locating the channels needing protection. Lay-out crew marks boundaries and trees according to HB-731 and FP guidelines. TSA will see that TSC items are carried out on the ground. Technical assistance will be consulted as needed.	IDT, PSF, TSA	BT6.5 CT6.50 CT6.6 CT6.51 CT6.5
14.18	EROSION CONTROL STRUCTURE MAINTENANCE - To insure that constructed erosion control structures are stabilized and working effectively.	All roads on haul routes	As appropriate for structure or surface.	During the period of the TSC the purchaser is responsible for maintaining their erosion control features. If work is needed beyond this time, the district will pursue other sources of funding.	IDT, PSF, TSA	BT6.5 CT6.602 BT6.66

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14.19	ACCEPTANCE OF TIMBER SALE EROSION CONTROL MEASURES BEFORE SALE CLOSURE - To assure the adequacy of required erosion control work on timber sales.	All Units and Roads	All required road work and erosion control measures in cutting units will be inspected.	A careful review of erosion prevention work will be made by the TSA before each harvest unit is considered complete. The inspection will determine if the work is acceptable and will meet the objective of the erosion control feature. A feature is considered not acceptable if it does not meet standards, or not expected to protect soil/water values. Technical assistance will be used as necessary.	TSA	BT6.6 BT6.62 BT6.64 BT6.65 BT6.66 CT6.6 CT6.622 BT6.35
14.20	SLASH TREATMENT IN SENSITIVE AREAS - To protect water quality by protecting sensitive tributary areas from degradation which would result from using mechanized equipment for slash disposal.	Units 1, 1A, 2, 2A, 3	Piling will be accomplished utilizing existing skid trails.	All activities will comply with the KNF Riparian Area Guidelines (FP Appendix 26). Where harvest within riparian areas is proposed, either the slash would be removed with the tree or the slash would be scattered and not treated.		BT6.5 CT6.5 BT6.7 CT6.7
14.22	MODIFICATION OF THE TSC - To modify the TSC if new circumstances or conditions indicate that the timber sale will cause irreversible damage to soil, water, or watershed values.	All Units and Roads.	See Considerations.	If TSC is not adequate to protect soil/water resources, the TSA and contracting officer are responsible for recommending a modification of the TSC.	TSA, Contracting Officer	BT8.3 CT8.3
15.01	GENERAL GUIDELINES FOR TRANSPORTATION PLANNING - To introduce soil and water resource considerations into transportation planning.	All Roads	1.Transportation plans include installation and maintaining proper drainage. 2. Complete a Roads Analysis.	The IDT has evaluated watershed characteristics and has estimated the response of soil and water resources to proposed transportation alternatives and activities.	IDT, ER	N/A
15.02	GENERAL GUIDELINES FOR THE LOCATION AND DESIGN OF ROADS AND TRAILS - To locate and design roads and trails with minimal soil and water impact while considering all design criteria.	All permanent and temporary roads.	1. Follow INFS Standards and Guidelines for road management. 2. Identify sensitive landtypes during planning.	The IDT has insured that the location and design of roads and trails are based on multiple resource objectives. Mitigation measures have been designed to protect the soil and water resources identified in the NEPA process. Contract provisions will be prepared by the ER that meet the soil and water resource protection requirements	IDT, ER	N/A
15.03	ROAD AND TRAIL EROSION CONTROL PLAN - To prevent, limit, and mitigate erosion, sedimentation, and resulting water quality degradation prior to the initiation of construction by timely implementation of erosion control practices.	All Roads	1. Seed and fertilize cut and fill slopes. 2. Install proper ditching and road slope. 3. Install proper drainage. 4. Road grade breaks. 5. Use minimum road length/width necessary. 6. Avoid wet areas or areas of sensitive soil types	IDT has established soil/water conservation objectives, and mitigation measures. ER will then prepare a contract that reflects the objectives. ER will see that erosion control measures are approved and completed in a timely manner. IDT review of projects to check effectiveness of erosion control features.	IDT, ER	BT6.31 BT6.5 BT6.6 CT6.3

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15.04	TIMING OF CONSTRUCTION ACTIVITIES - To minimize erosion by conducting operations during minimal runoff periods.	All Roads	1. Avoid construction during wet periods	IDT has outlined detailed erosion control measures in NEPA process. ER puts these measures into contract provisions. Compliance is assured by contracting officer or ER.	IDT, ER	CT6.3 CT6.311 BT6.31 BT6.6 SPS 204
15.05	SLOPE STABILIZATION AND PREVENTION OF MASS FAILURES - To reduce sedimentation by minimizing the chances for road-related mass failures, including landslides and embankment slumps.	All Roads	1. Avoid constructing roads across unstable areas. 2. Construct embankments following approved engineering practices.	IDT has looked for areas susceptible to mass failures.		
15.06	MITIGATION OF SURFACE EROSION AND STABILIZATION OF SLOPES - To minimize soil erosion from road cutslopes, fill slopes, and travelways.	All Roads	1. Seed and fertilize cut and fill slopes. 2. Install proper ditching and road slope. 3. Install proper drainage. 4. Road grade breaks. 5. Ditch relief culverts before/after stream crossings	IDT has outlined detailed erosion control measures in the NEPA process. Stabilization techniques are put in to contract provisions. Compliance is assured by contracting officer or ER	IDT, ER	Std Spec. 50.4, 203, 204, 206A 210, 212, 412 619, 625, 626 629, 630 BT6.31 BT6.6, BT6.62 BT6.65 BT6.66, C5.2 C5.23, C5.4 C5.441 C5.46, CT6.36 CT6.52 CT6.6, CT6.601 CT6.622
15.07	CONTROL OF PERMANENT ROAD DRAINAGE - To minimize the erosive effects of concentrated water and the degradation of water quality by proper design and construction of road drainage systems and drainage control structures.	All Roads	1. Avoid long, steep grades. 2. Maintain adequate surface drainage. 3. Prevent erosion of culvert fills. 4. Maintain ditches. 5. Ditch relief culverts before/after stream crossings	IDT has identified locations, design criteria, drainage control features, and mitigation. Compliance will be assured by the ER/ Contracting officer.	ER	BT5.4 BT5.41 CT5.4 CT5.42 BT6.6 CT6.3 CT6.6

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15.08	PIONEER ROAD CONSTRUCTION - To minimize sediment production and mass wasting associated with pioneer road construction.	All Roads	<ol style="list-style-type: none"> 1. Ensure stable slopes during construction. 2. Seed and fertilize exposed soil. 3. Avoid construction during wet periods. 4. Use slash filter windrows on steep slopes. 	ER/Contracting officer will be responsible for enforcing contract specifications. The purchaser is responsible for submitting an operating plan that includes erosion control measures.	ER/ Contracting Officer	BT6.6 B5.23 CT6.3 CT6.311 SPS 204
15.09	TIMELY EROSION CONTROL MEASURES ON INCOMPLETE ROADS AND STREAM CROSSING PROJECTS - To minimize erosion of and sedimentation from disturbed ground on incomplete projects.	All Roads	<ol style="list-style-type: none"> 1. Avoid construction during wet periods. 2. Use erosion protection as appropriate, i.e. silt fence, straw wattles, straw bales, etc. 	IDT has identified project location and mitigative measures in NEPA process. Protective measures will be kept current on all areas of disturbed, erosion-prone areas. TSA ensures contract compliance.	IDT, TSA	BT6.31 BT6.6 B5.23 BT6.65
15.10	CONTROL OF ROAD CONSTRUCTION, EXCAVATION, AND SIDE-CAST MATERIAL - To reduce sedimentation from unconsolidated excavated and side-cast material caused by road construction, reconstruction, or maintenance.	All Roads and Temporary Roads	<ol style="list-style-type: none"> 1. Do not side-cast into waterways or sensitive areas. 2. Use slash filter windrows or silt fence where needed. 	IDT has identified project location and mitigative measures in NEPA process. Protective measures will be kept current on all areas of disturbed, erosion-prone areas. TSA ensures contract compliance.	IDT, TSA	C5.4 Std Spec 203 SPS 204
15.11	SERVICING AND REFUELING EQUIPMENT - To prevent contamination of waters from accidental spills of fuels, lubricants, bitumens, and other harmful materials.	All Activities	<ol style="list-style-type: none"> 1. Ensure proper fuel storage and transportation. 2. Keep fuel from streams, wetlands, ponds and lakes. 	ER/TSA/Contracting officer will designate the location, size and uses of service refueling areas. All projects will adhere to the KNF Hazardous Substance Spill Plan in case of accidents.	ER, TSA, Contracting Officer	CT6.221 BT6.34 CT6.34
15.12	CONTROL OF CONSTRUCTION IN RIPARIAN AREAS - To minimize the adverse effects on riparian areas from roads.	All Roads	<ol style="list-style-type: none"> 1. Follow INFS Standards and Guidelines for construction within riparian areas. 2. Use slash filter windrows or silt fence. 3. Ditch relief culverts before/after stream crossings 	Proposed new and temporary roads will adhere to guidelines in the Montana Streamside Management Zone Law (HB-731)	ER, TSA	BT6.5 BT6.61 CT6.50 Std Spec 206 206A
15.13	CONTROLLING IN-CHANNEL EXCAVATION - To minimize stream channel disturbances and related sediment production.	All Roads	<ol style="list-style-type: none"> 1. Use silt fence to minimize introduced sediment. 2. Use minimum amount of road. 3. Construct fewest number of crossings. 	Proposed road crossing would adhere to the guidelines in Montana Streamside Management Zone Law (HB-731)	ER, TSA	BT6.5 SPS 204 Std Spec 206 206A

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15.14	DIVERSION OF FLOWS AROUND CONSTRUCTION SITES - To minimize downstream sedimentation by insuring that all stream diversions are carefully planned.	All Culvert Replacements	1. Divert streamflow around construction. 2. Use silt fence to minimize introduced sediment. 3. Construction during low-flow	The IDT has determined where stream crossings meet multiple resource objectives. The proposed crossing would require a State 124 and 3A permit. This would require the State Fish, Wildlife, Parks to review the adequacy of the proposed mitigation. Compliance with contract provisions would be done by the ER.	IDT, ER	BT6.5 CT6.3 CT6.51 CT6.52 CT6.6
15.15	STREAM CROSSINGS ON TEMPORARY ROADS - To keep temporary roads from unduly damaging streams, disturbing channels or obstructing fish passage.	N/A	There will be no stream crossings on temporary roads.	BMP's are not necessary to meet the objective of this practice. Temporary roads will not cross or run adjacent to streams in the decision area.		
15.16	BRIDGE AND CULVERT INSTALLATION - To minimize sedimentation and turbidity resulting from excavation for in-channel structures.	N/A	No new bridge or culvert installations are planned. Culvert replacements will have an established dewatering and erosion control plan in place.	Protective measures will be kept current on all areas of disturbed, erosion-prone areas. TSA ensures contract compliance.	IDT, TSA	CT6.5
15.17	REGULATION OF BORROW PITS, GRAVEL SOURCES, AND QUARRIES - To minimize sediment production from borrow pits, gravel sources, and quarries, and limit channel disturbance in those gravel sources suitable for development in floodplains.	N/A				
15.18	DISPOSAL OF RIGHT-OF-WAY AND ROADSIDE DEBRIS - To insure that debris generated during road construction is kept out of streams and to prevent slash and debris from subsequently obstructing channels.	All Roads	1. Debris and slash generated during road construction should not be side-cast into streams.	Proposed road construction will adhere to the guidelines in the Montana Streamside Management Zone Law (HB-731)	ER	Std Spec 201 SPS 201
15.19	STREAMBANK PROTECTION - To minimize sediment production from streambanks and structural abutments in natural waterways.	N/A				Std Spec 619
15.20	WATER SOURCE DEVELOPMENT CONSISTENT WITH WATER QUALITY PROTECTION - To supply water for road construction and maintenance and fire protection while maintaining water quality.	N/A				Std Spec 207

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15.21	MAINTENANCE OF ROADS - To maintain all roads in a manner which provides for soil and water protection by minimizing rutting, failures, side-cast, and blockage of drainage facilities.	All Roads	1. Contract Provision CT 5.4.	Road maintenance associated with a timber sale is the responsibility of purchaser. The ER/SA will ensure that the purchaser maintains roads according to the appropriate maintenance level.	ER, SA	BT5.12 BT5.4 BT6.6 CT6.6 CT5.9 CT5.42 CT6.3
15.22	ROAD SURFACE TREATMENT TO PREVENT LOSS OF MATERIALS - To minimize the erosion of road surface materials and consequently reduce the likelihood of sediment production.	All Roads	1. Maintenance of road surface should include proper blading and/or dust abatement. 2. Use crush-gravel where necessary.	Protective measures will be kept current on all areas of disturbed, erosion-prone areas. ER ensures contract compliance.	IDT, ER	C5.4
15.23	TRAFFIC CONTROL DURING WET PERIODS - To reduce the potential for road surface disturbance during wet weather and to reduce sedimentation.	All Roads	1. Avoid hauling during wet periods	Road restrictions, and traffic control measures will be implemented on all roads when damage would occur during spring breakup. The decision to restrict a road is made by the ER. Hauling restrictions would be controlled by the TSA.	ER, TSA	BT6.6 CT6.6 CT5.46 CT5.51 CT6.602
15.24	SNOW REMOVAL CONTROLS - To minimize the impact of snow melt on road surfaces and embankments and to reduce the probability of sediment production resulting from snow removal operations.	All Roads	1. Be careful not to leave snow berm at edge of road. 2. Ensure proper drainage by opening sections of berm to allow water to leave road surface.	Snow removal will be kept current on all roads associated with winter logging operations. The TSA ensures compliance with contract provisions.	IDT, TSA	CT5.46 Std Spec 203.09
15.25	OBLITERATION OF TEMPORARY ROADS - To reduce sediment generated from temporary roads by obliterating them at the completion of their intended use.	Temporary Roads	1. Re-contour road fully where feasible. 2. Seed and fertilize exposed soil. 3. Pull slash and woody debris back onto rehabilitated road.	This work will be done on all new temporary roads in the decision area. The work will be done by the purchaser with compliance by the TSA.	TSA	BT6.62 CT6.6 CT6.603 CT6.623
18.03	PROTECTION OF SOIL AND WATER FROM PRESCRIBED BURNING EFFECTS - To maintain soil productivity, minimize erosion, and prevent ash, sediment, nutrients, and debris from entering surface water.	All Units	No direct ignition within RHCA.	Broadcast burning adjacent to riparian areas will adhere to guidelines in the Montana Streamside Management Zone Law (HB-731). Prescribed burn plans identify the conditions necessary to prevent soil damage and to meet site preparation objectives.	Fuels Specialist	N/A